## THE "SITTING BULL"

Of the Railway World is the Canadian Pacific.

SPEECH OF SENATOR ELKINS

IN THE SENATE YESTERDAY DURING THE CONSIDERATION OF THE ALASKA RIGHT OF WAY BILL-HIS REMEDY FOR THE EXISTING EVILS THAT WORK AGAINST AMERICAN TRADE-THE DISCRIMINATING DUTY CLAUSE SHOULD HAVE BEEN ENFORCED AGAINST CANADA.

WASHINGTON, D. C., March 2 .- In the senate to-day, during the consider-gion of the Alaska right of way bill scator Elkins, of West Virginia, discased Canadian Pacific railroad matters in relation to section 13, the bonding section of the pending bill.

Mr. Elkins cited some interesting statitics concerning the Canadian Pacific railroad. The road extends from Hallfax to Vancouver, with connections, 1,129 miles, nearly 2,000 miles of which are in the United States. Its connections in this country extend as far south as Baltimere and St. Louis. It forms as Baltimore and St. Louis. It forms the greatest military, commercial and solitical highway in the world. It conrots the politics and dictates the politics of Canada. It could with its sea connections, transport 50,000 troops from England to Canada in ten days. For its ship line now being built to run between Southampton and Halifax it will receive a subsidy of \$750,000 from England and Canada; for its steamship line from Vancouver to the orient it receives \$500,000; and from Vancouver to Australia a subsidy of \$250,000. The Pacific mail for carrying more mail receives from the United States only \$14.53. The Canadian Pacific forms the land connection of a commercial and military highway that spans the globe, The Canadian Pacific receives \$1,000. military highway that spans the globe. The Canadian Pacific receives \$1,300,-600 per annum in aid of its support and to give it business. Since its establishment it has received from Great Britan in subsidies, gifts and concessions, rii5,000,000, an equivalent of \$10,000,000 and equivalent of \$10,000,000 and equivalent of \$10,000,000 and examples of the second state of the second state of the second state of the second state of the second second

Mr. Elkins said that the Canadian Pa elfic had been nicknamed by the rail road world "The Sitting Bull." He said that the differentials demanded by Canadian Pacific aggregated from rty to sixty dollars per car to east-and western cities less than by perican lines and cited the fact that a 1891 the American railroads gave the keep out of American territory. Subsequently the Canadian Pacific refused this sum and have since aging a war upon our railroads. It is ow cutting faces actually carrying passengers from New York to Vancouver, a distance of 1000 miles for \$33. He said that if the Canadian Pacific is permitted to pro-ced on these lines, it would shortly monopolize the through business from the Atlantic seaboard to the Pacific and all the business to and from the orient eaving to American roads only making only one trans-contiental line on this continent.

Mr. Elkinssaid the amount of business taken from American roads annually by the Canadian Pacific aggregated near-ir \$50,000,000. "This sum should be saved to the United States," said he, give employment to our own peoshould see that it is saved.

in 1895 the Canadian Pacific hauled eight million tons of freight in 480,678 ars, from points in the United States, o other points in the United States, Canada. These make a train that would stretch across

We pay \$300,000,000 per aunum, 11,000,000 for every working day in the year," Mr. Elkins said, "to foreign ships to hau what we sell and buy, our exports and imports, England getting 60 per cent of this vast sum. Ninety for each of this vast sum. Ninety per cent of this should be saved to Americans. We once had ninety-two per cent of our foreign trade carried in American ships and now have only about 12 per cent. Americans have sufared the great humiliation of iriven from the sea. And to make this numiliation more moral and emphatic England and Canada seem determined to make the Canadian Pacific the trans-continental line and to monopo lize the carrying by rail of a large share of our trans-continental line commerce and all of our trade to and from the orient."

Mr. Elkins said that scemingly there was little help for our condition, foreign influence being too powerful, notwithstanding the fact that the St. Louis platform, the President's letter of acceptance and his inaugural address all favored discriminating duties. When those utterances were made there was creat enthusiasm, but now the whole commercial world is chilled.

As a remady for the existing exist, and the standard of the existing exist.

commercial world is chilled.

As a remedy for the existing evils, Mr. Elkins said that he would first abolish the bonding privileges and consular ceals at Vancouver. The effect of this would be to divert trade from the orient to San Francisco. Secondly he would compel obedience to inter-state commerce statutes by all lines connecting with the Canadian Pacific. Thirdly, he would enforce acciting a statute of the connecting with the Canadian Pacific. would enforce section 22, of the present tariff law in accordance with its meaning and as it reads.
Mr. Eikins explain

Elkins explained that the bond-Mr. Elkins explained that the bonu-ing privilege had grown up simply as a custom under permission of the treas-ury department. It was not authorized by the treaty of Washington and is not warnied by any law or any treaty. He then read opinions of ex-President Giveland, ex-President Harrison, the Geveland, ex-President Harrison, the late Secretary Windom, ex-Secretary Charles Foster and ex-Attorney General

Miller, in support of his position. He maintained that it was not a party question and could not in any way be construed as such. "In order to be conservative," said he, "I advocate abconservative," said he, "I advocate ab-olishing the bonding privileges west of the 100th meridian. By making this qualification there would be no inter-ference with the trade of New Eng-land."

Consular seals at Vancouver, Mr. El-kins said, could be stopped in an hour by the secretary of the treasury. Concerning the difficulties in bringing shout when the difficulties in bringing

about what he deem changes, Mr. Elkins said: difficulty about stopping the aggress-ions of the Canadian Pacific is that



OPIUM, CHLORAL AND COCAINE HABITS A radical, positive and permanent cure guaranteed in 5 days. Absolutely harmless. No "tapering off" process — No substitution method. Process — No substitution method. Substitution method. Substitution method.

R. A. GUNN, M.D.,

some local interests in New England and in the northwest are subserved. It is unfair that one-twentieth of the population should have these advantages and 19-20ths should not. New England has no right to get her supplies cheaper and ship her goods cheaper than any other section of the country. One-twentieth of the population should not have advantages at the expense of the nineicen-twentieths. New England always fair on the tariff, should be fair on this question. Section 22 of the present tariff law, affords a complete remedy to the existing evils, but it alarmed New England, Minnesota and Michigan. After long consideration the attorney-general decided that it could not be enforced.

"The policy to enforce section 22 put the government in the awkward position of the treasury refusing to collect

the government in the awkward position of the treasury refusing to collect the revenue provided in this section," said Mr. Elkins. "The collectors at our very ports did attempt to collect the revenue. They were stopped by the treasury department under the decision by the attorney-general. In this respect the government worked against itself. The law should have been enforced just as it passed Congress and objected to importers or foreigners they could have appealed to the courts.

"If we had enforced section 23 just as it stands on the statute books we would have had Canada to-day at our feet, suing for terms to save Canadian Pacific interests in our country, instead of suggesting what policy should govern us touching Canadian matters and asking for a reduction of tariff rates as a condition precedent to the stopping of killing seals, Canada has not only destroyed our seals, worth \$1,000,000 per annum, but continues through the Canadian Pacific aggressions to take away from our roads \$50,000,000 per year of legitimate business.

Mr. Elkins said that New England had most to do in the making of the Dingley law. Section 22, in his opinion, was the best section in the bill, the most American and most in American interests, yet New England statesmen had disclaimed having anything to do with the paternity of the section, some declaring it had slipped into the bill.

In conclusion Mr. Elkins said that we were on the threshold of a compercial

had disclaimed having anything to do with the paternity of the section, some declaring it had slipped into the bill.

In conclusion Mr. Elkins said that we were on the threshold of a commercial war among nations for extension of commerce. The conflict is inevitable. "It seems now," said he, "as if the United States would have to meet this war single handed, asking no favors and expecting none. While we do not court such a conflict we need not shrink from it. The conditions as to our shipping and our commercial relations with Canada cannot be made worse. Any change will make them worse. Any change will make them better. In order to meet this war the United States should restore its shipping and stop the aggressions of the Canadian Pacific,

A Good Thing for the People.

There are thousands of people, who, while not exactly sick, are out of order or alling in some way. They don't feel well and can't understand what the trouble is. You can learn exactly what alls you, without its costing anything, by writing a letter to the noted and successful specialist, Dr. Greene, of 35 West Fourteenth Street, New York City, and telling him just how you feel. He will explain every symptom in your case and tell just what to do to get well. Write him now—do not delay. well. Write him now-do not delay.

FINANCE AND TRADE The Features of the Money and Stock

NEW YORK, March 2,-Money on call firm at 2@2½ per cent; last loan 2 per cent. Prime mercantile paper 3%@ 414 per cent. Sterling exchange firmer \$4 \$414@4 \$4% for demand and at \$4 \$1% 34 54/204 54% for demand and at 34 51/2 Q4 52 for 60 days. Posted rates \$4 53/0 4 53/2 and \$4 55/204 56. Commercial bills \$4 51/204 51/2. Silver certificates 55/2055/2. Bar silver 54/2. Mexican dollars 45.

4 83½ and 44 35½ 50 contracts.

bills \$4 81½ 64 81½. Silver certificates
55½ 555½ 555½ contracts.

The net result of to-day's trading in
stocks is the practical wiping out of
yesterday's gain in prices. This was
done on a diminished volume of business. The decline was not accompanied
by any development of general conditions which could account for it, and tions which could account for it, and there was no reflection on any news of there was no reflection on any news of the day in the movement, unless in the slightly increased selling movement in the final hour. This was started on rumors attaching importance to the sending of two warships to Cuban waters with provisions for the reconcentrados. But to-day's decline for the most part was technical and marked;the culmination of the recovery from last week's sharp fall. A short rally invariably follows a heavy decline and the professional traders were vigilantly alert for its ending this morning. Dealing in the first hour was large and the movement of prices very narrow. The commission house buying invited by 'yesterday's strong market was sufficient to absorb realizing offers for a time, but the market became overweighted and commenced to sag. A period of intense duliness intervened and then the bears opened an attack on a number of the specialities, notably Sugar, Manhattan, People's Gas and Metropolitan, Street Railway. The grangers were also under pressure and New York Central was heavily sold. Most of the day's business was done in these stocks and all suffered marked net losses running from day in the movement, unless in the heavily sold. Most of the day's business was done in these stocks and all suffered marked net losses running from 1 to over 3 points. The movement in Metropolitan was very erratic, the opening transactions carrying it to 156, the high point of the day. London was both buyer and seller here but the sales predominated, although the ione of American securities on foreign exchange was rather better and Spanish bonds were also higher. The money market continued firm to-day without any very active pressure to borrow. There was a good supply, however, of commercial paper, and the rates were fractionally higher. There was a payment of \$1,090,000 to the government to-day on account of the Kansas Pacific sale, so that the subtreasury had a balance at the clearing house of \$181,8725. This had its effect on the money market and took the place of regular weekly withdrawal of an installment of government deposits on account of the Union Pacific sale, which has been discontinued for the present. Sterling exchange hardened an additional fraction in response to the firmer tone of the London market. ness was done in these stocks and all

tone of the London market.
The tendency of the bond market was

The tendency of the bond market was towards weakness in sympathy with stocks. Sales \$2,575,000.

U. S. new 4s were % per cent higher. The total sales of stocks to-day were 298,600 shares.

Evening Post's London financial cablegram:

The stock markets here were of a better, tone to-day but painfully inactive, Americans and Grand Trunks opened better but lapsed later. New York absorbed the stocks offered unwillingly and business here was almost at a standstill. Prices, however, closed better.

ter, tone to-day but painfully inactive. Americans and Grand Trunks opened better but lapsed later. New York absorbed the stocks offered unwillingly and business here was almost at a standstill. Prices, however, closed better.

BONDS AND STOCK QUOTATIONS.

U. S. new 4s regizo/5 Ore. R. & Nav. 48 do coupon. 125 Pittsburgh 169 U. S. 4s. 111 Reading 18/4 Co. One of the coupon 18/4 Rock island 18/4 St. Laul. 18/

CHICAGO-There were plenty of le-gitimate reasons for an advance in

CHICAGO—There were plenty of legitimate reasons for an advance in wheat to-day and the market up to a late hour did show a great deal of strength. May closed at an advance of lyc. Shorts in July, however, got filled up and that option closed yc lower than yesterday's final price. Corn and oats suffered gomewhat from closing out of long lines, corn closing 16% clower and oats 46% clower. Provisions were dull and showed very little change at the close.

Wheat was clearly a built market at the opening. The strength which market dyesterday's close made traders more apprehensive than ever of the short side and the firmness caused by small offerings wis increased by the nature of the news, which as a whole was of an encouraging character. Opening quotations for July were unchanged to 46 higher than yesterday's close at 914% 91%. There was a good buying demand right from the start and for two hours the market advanced slowly but steadily. July getting up to 914,961% c by 11:30 clock. There was an extremely limited trade done in May, but that option exhibited even more strength than the later delivery, everything offered being taken by the Leiter interesis. This support of May and the fact that Leiter buying of March was also prominent, exerted no small influence on July shorts. Liverpool was firm and showed good advances. Outside markets showed strength, particularly New York, which market reported the best buying in some time. The stocks of wheat at Odessa, the principal Russian shipping port, were reported at but 1,508,000 bushels, compared with 6,000,000 bushels, compared with 6,000,000 bushels, compared with 6,000,000 bushels. Odessa, the principal Russian shipping port, were reported at but 1,808,900 bushels, compared with 6,000,000 bushels a year ago. Northwest receipts were very small, Minneapolis and Duluth reporting 185 cars, against 370 last week and 283 a year ago. Chicago receipts amounted to 50 cars, ten of which were of contract quality. Minneapolis reported another big sale of wheat for shipment to Duluth. Fresh advices from Argentine sald damaging rains continued. Bears took some comfort out of the fact that the predicted cold wave following the recent soft weather did not materialize and the rather poor response of Liverpool to our yesterday's wave following the recent soft weather did not materialize and the rather poor response of Liverpool to our yesterday's advance. A little before the noon hour the continued strength the market displayed began to bring in outside shorts who had some difficulty in covering, and the best prices of the day were scored, July getting up to 52½c. After noon, however, the market gradually eased off. The shorts had apparently got pretty well filled up and realizing on the advance became pretty free. The weakness displayed by corn also had some effect. July finally got down to 91c, where it closed. May, however, continued strong. That option opened unchanged at \$1 65½. It sold at \$1 65½, then slowly advanced to \$1 07, reaching the latter point about mid-day. Realizing which followed caused a reaction to \$1 66½, but during the last few minutes of the session May was caught up in another Leiter swirl and again carried up to \$1 07. The closing price was at \$1 66%, the highest closing price was at \$1 66%, the highest closing price was at \$1 66%, the highest closing price was at \$1 66%.

season. Letter was credited with some July selling.

Selling out of long corn was the fea-ture of that market and kept things rather easy in spite of the strength of wheat. The market at first was rather strong, but free selling, mostly by

strong, but free selling, mostly by buy-ers of yesterday, caused a gradual weakening of prices. May ranged from 30% 030% to 30% c, and closed. % 0% c lower at 30% 030% c. Trading in oats was principally of ar scalping nature, and not heavy at that. The market then in a great way follow-ed corn and prices in consequence av-eraged lower. Prices early were stronger with wheat but the firmness did not last long. May ranged from

stronger with wheat but the firmness did not last long. May ranged from 26% c 55% 625%c, and closed 1/60%c lower at 26% 625%c, and closed 1/60%c lower at 26% 625%c.

Provisions were dull. Opening prices were firmer, due to higher prices at the yards and figures showing very small increases in stocks of lard and ribs. There was some good commission house buying after/the first hour or so, but after that moderate selling by packers and a little general realizing caused a gradual easing off. The market closed steady, May pork 2½c higher at \$10 45, May lard unchanged at \$5 17½, and May ribs 2½c lower at \$5 17½, and May 216c lower at \$5 1716.

Estimated receipts Thursday: Wheat 51 cars; corn 600 cars; oats 175 cars;

Articles.	Open.	High.	Low.	Close.
Wheat, No. 2.	-Emphasia	HWITE.	200000	4544727
March	1:0514			1 0634
May	1 0514	1 07	1 05%	1 0638
July	9116	9214	91	91
Corn, No. 2. May	3054	30%	3014	8000
July		32	3147	
Sept	3276	2314		325
Oats, No. 2.		35 X 3500	Hilbert .	0478
May	2654	2672	26%	2014
July	24%	24%	24%	243
Mess Pork.	2000000000	10 E-10 C	CTO-PITA	200
May			10 40	10 45
July	10 5752	10 5714	10 4714	10 50
Lard.		The Self-	30,504	
May July	5 2214		5 171/2	5 1714
Short Ribs.	5 271/2	9 30	9 -0	5 271/2
May	5 2234	5 9914	5 1714	5 1754
July	5 2714	5 30		

Eggs—Steady: fresh 12c.

NEW YORK—Flour, receipts 13,652
barrels; exports 9,804 barrels; market
inactive, but firm.

Wheat, receipts 26,500 bushels; exports 15,800 bushels; spot market easy;
No. 2 red 31 67¼ f. o. b. afloat; options
opened firm at ½c advance; closed ½c up
on near and ¾c on late months; No. 2
red March closed at \$1 66%c; May closed \$1 01½. ed \$1 01%

Corn, receipts 23,400 bushels; exports 43,500 bushels; spot market easy; No. 2, 27½c; options opened firm\at ½c advance; closed ¼c net lower; May closed

56c; No. 2 western 56%@57c; receipts 9,000 bushels; exports none. Hay steady, Butter firm and unchanged. Eggs quiet; fresh 13@13½c. Cheese steady and un-

fresh 13513½c. Cheese steady and unchanged.

PHILADELPHIA—Wheat ¼c higher; contract grade, March, April, May and June 19 10/61 01½. Corn firm and ¼c higher; No. 2 mixed March 24%635c; April, May and June nominal. Oats firm and ¼c higher; No. 2 white March 22½635c; April, May, June nominal. Butter firm; fancy western creamery let; do Pennsylvania prints and do western prints 22c, Eggs dull and ½c lower; fresh nearby 19½c; do western 13½c. Cheese steady.

CINCINNATI—Flour quiet. Wheat firmer; No. 2 red 9%c. Corn quiet and easier; No. 2 mixed 31½c. Oats firmer; No. 2, 284c. Rye firmer; No. 2, 284c. Lard steady at 35 00. Bulkmeats easy at \$1 00. Buon steady. Whiskey quiet at \$1 20. Butter firm, Sugar quiet. Eggs oasy at 10½c. Cheese steady.

TOLEDO—Wheat active; No. 2 cash \$1 00; May 98%c. Corn active and higher; No. 2 mixed 31½c. Oats dull and steady; No. 2 mixed 31½c. Rye dull and casy; No. 2 cash \$1 0b. Cloverseed active and steady; prime cash \$3 67½c.

Live Stock.

CHICAGO—Sales of cattle to-day were brisk and largely at \$4 3065 10, the commonest lots going for \$1 \$554 00 and few being good enough to bring \$5 25. Fancy cattle sold anywhere from \$5 5065 \$5, prices being usually merely nominal. Stockers and feeders sold chiefly at \$4 0034 40, fat butchers' choice yearlings bringing \$4 50. Calves were lower, yesterday's heavy receipts having caused a slump to \$5 5066 75 for the best grades. There was an active demand for hogs. Prices ruled 56715c higher, the bulk of the offerings going at \$3 574,64 10; pigs, largely at \$3 666 3 95. The commonest sold at \$3 574,66 3 90 and prime heavy hogs brought \$4 15. There was a fairly large demand for sheep and lambs, but prices showed some weakness, particularly for lambs. Sheep were wanted at \$3 2564 65 for common to prime; yearlings at \$4 566 5 00. Lambs were in demand at \$4 506 5 05. Lambs were in demand at \$4 506 5 55 for poor to prime, feeders going at \$4 5.5. Receipts—Gattle, 13,000 head; hogs, 28,000 head; sheep, 22,000 head. EAST LIBERTY—Cattle, receipts litht: market steady; prime \$4 5065 00.

hogs, 28,000 head; sheep, 22,000 head.

EAST LIBERTY—Cattle, receipts light; market steady; prime 34 90@500; common 33 50@4 00; bulls, stags and cows 32 00@4 00. Hogs, receipts fair; prices fully 5c lower; prime medium weights 34 15@4 20; heavy Yorkers 34 10@4 15; light Yorkers 34 00@4 00; pigs as to quality 33 30@4 00; heavy hogs 44 05@4 15; good roughs 33 00@3 60; common to fair roughs 32 50@3 00. Sheep supply fair; market strong on sheep and steady on lambs. Choice sheep 34 85@5 5 75@5 85; common to good 34 75@5 70; yeal calves 36 50@7 00; heavy and thin calves 33 00@4 50.

EAST BUFFALO-Cattle market EAST BUFFALO—Cattle market strongs. Hogs, Yorkers, good to choice, \$4 20\textit{26} 4 25; roughs; common to choice, \$3 60\textit{36} 30; pigs, common to choice, \$3 90\textit{37} 400. Lambs, choice to extra, \$5 75\textit{36} 48; culls to common \$5 00\textit{37} 50\textit{37} 50\textit{37} sheep, choice to selected wethers \$4 750 4 90; culls to common \$3 25@3 90, CINCINNATI-Hogs strong at \$3 25@

NEW YORK—Laks copper reached the highest price for many months today. At one time 11% a pound was bid and 11% asked. Copper prokers say that the advance is due to a generally heavy demand, both foreign and domestic. Foreign stocks are now about only 29,000 tons, which is less than ever known before in the history of the copper trade. Much of the metal now being exported isjused for the manufacture of ammunition for European armies and there is a constant demand in this branch of the trade.

NEW YORK—Metals—With the exception of tin, the market for metals

NEW YORK—Metals—With the exception of tin, the market for metals continues to show a healthy undertone with some departments reporting further improvement. Pig from warrants closed quiet at 36.70 bid and 35.75 asked. Lake copper firm at 311.85 bid and 312 00 usked. Tin barely steady at 312 asked. Spelter unchanged 34 12½ bid and 34 25 asked, and lead steady at 33 72½ bid and 34 375 asked. The firm fixing the settling price for miners' and smelters places lead at \$3 60.

Pry Goods.

NEW YORK—Mid-week conditions in dry goods were practically unchanged. There is perhaps, a trifle less strength in the market for cotton goods and print cloths are reported to have sold at a lower price. Petrolenm.

OIL CITY-Credit balances 82c; certificates opened cash offered at 95c; first sales regular, at 91½c; closed with sales of cash at 89½c; total sales, 95,000 bar-rels; shipments, 113,292 barrels; runs, rels; shipmen 88,611 barrels.

Wool.

Reduced Freight Rates for Sittlers.

In order to encourage the movement of settlers and land buyers from Illinois, Wisconsin, Iowa, and the eastern states to Western Minnesota, South Dakota and North Dakota, the Chicago, Milwaukee & St. Paul Railway Company has very materially reduced its carload rates for emigrant movables, so that farmers who have purchased lands in Western Minnesota, South Dakota and North Dakota can take all of their belongings with them to their new homes at small expense, which inducement upon the part of the Chicago, Milwaukee & St. Paul Railway will no doubt be greatly appreciated by those who are thus benefited.

For further information apply to any representative of the Chicago, Milwaukee & Paul Railway or address J. Reduced Freight Rates for Settlers.

representative of the Chicago, Milwau-kee & St. Paul Railway, or address J. H. Hiland, General Freight Agent, Old Colony Building, Chicago, Ill.

Pites! Piles ! Itching Piles.

Piles i Piles i Iteliting Piles.

SYMPTOMS—Moisture: intense itching and stinging; most at night; worse by scratching. If allowed to continue tumors form, which often bleed and ulcerate, becoming very sore. SWAYNE'S OINTMENT stops the itching and bleeding, heals ulceration, and in most cases removes the tumors. At druggists, or by mail, for 50 cents. Dr. Swayne & Son, Philadelphia. Refuse all substitutes.

## CASTORIA

For Infants and Children

See our article in Saturday's Intelligencer-ANOLD

On receipt of 50c. in 1 or 2 cent stamps, we will send post-paid "SHOPPELL'S MODERN HOUSES," No. 57. just out, and guarantee to forfeit \$1000 in cash

if you find therein a design ever before published by us. This 21st birthday number is 50 pages, size of page, 11 x 15 inches, cover in 3 colors, and contains

25 New Building Designs backed by \$1000 in cash. :,

Also No. 58, Out April 1st, 50c.

ALSO CLASSIFIED DESIGNS. \$1 each: or the full set of 140 Designs under one cover for \$3. folio A. 35 designs, costing less than \$2500

" B. 35 \ " . \$1500 to 3500
" C. 35 " . 3500 to 5000
" D. 35 " above \$5000 including stables, club-houses, hotels, etc. COST TO BUILD QUARANTEED.

Gives floor plans, showing size and arrangement of rooms, accommodations, colors for painting, etc. Returnable and money refunded if unsatisfactory. Working plans and specifications

for any of these designs you may select, furnished in 24 hours. Plans drawn from your own sketches or ideas, and satisfaction guaranteed.

Address mentioning this paper

SHOPPELL'S MODERN HOUSES, 203 Broadway, New York, N. Y.

Established 21 Years. See our article in Saturday's Intelligencer

TINANCIAL.

G. LAMB, Pres. JOS. SEYBOLD, Cashler. J. A. JEFFERSON, Ass't Cashler.

BANK OF WHEELING. CAPITAL \$200,000, PAID IN. WHEELING, W. VA. DIRECTORS.

DIRECTORS.

Allen Brock, Joseph P. Paull,
James Cummins, Henry Hieberson,
Joseph Scybold,
Joseph Scybold,
Joseph Scybold,
Interest paid on special deposits,
Issues drafts on England, Ireland and
Scotland, JOSEPH SEYBOLD,
myll Cashler,

EXCHANGE BANK.

CAPITAL .... J. N. VANCE. President
JOHN FREW. Vice President
L. E. SANDS. Cashler
WM. B. IEVINE. Ass't, Cashler

DIRECTORS. J. N. Vance,
J. M. Brown,
John Frew,
John Waterhouse,
W. H. Frank,
Drafts Issued on England, Ireland, Scotland and all points in Europe.

BANK OF THE OHIO VALLEY. 

WILLIAM A. ISETT........President MORTIMER POLLOCK....Vice President

Drafts on England, Ireland, France and Germany.

DIRECTORS.
William A. Isett, Mertimer Poliock,
J. A. Miller, Robert Simpson,
E.-M. Atkluson, John K. Betsford,
Julius Poliock,
Jals J. A. Miller, Cashier, STEAMERS.



FOR CINCIN NATI, LOUIS VILLE LOWEL OHIO, NASII

Steamer QUEEN CITY-Robert R. AgSteamer QUEEN CITY-Robert R. AgSteamer Herry James Gardner, Purser,
Every Thursday at 8 a. m.
Steamer KEYSTONE STATE-Charles
W. Knox, Master; Danlel Laccy, Purser,
Every Tuesday at 8 a. m.
Steamer ViffGiNIA-T. J. Galboon, Master; R. H. Kerr, Purser, Every Sunday
at 8 a. m.
For-Freight or Passage Telephone 30,
CROCKARD & BOOTH,
felt

## **FAST·TIME** OVER .

PENNSYLVANIA SHORT LINES "PAN HANDLE ROUTE."

CHANGE.

CHANGE

CHANGE

FOR Stoubenville and Pittyburgh 7:25 a. m. week days; for Pittsburgh and the East and for Columbus and Chicago at 1:25 p. m. week days; for Pittsburgh, Harrieburg, Baltimore, Washington, Philadelphia and New York at 3:55 p. m. daily; for Staubenville and Dennison at 3:55 p. m. daily; for Pittsburgh at 7:50 p. m. week days; for Columbus, Dayton, Checimati, Indianapolis and St. Louis at 9:30 p. m. week days. City time.

Parlor Car to Pittsburgh on 3:55 p. m. and

week days. City time.

Parlor Car to Pittsburgh on 3:55 p. m. and 7 p. m. Trains.

Persons contemplating a trip will find it profitable in pleasure and convenience to communicate with the undersigned, who will make all necessary arrangements for a delightful journey. Tickets will be provided and baggage checked through to destination.

JOHN G. TOMLINGS. tination.

JOHN G. TOMLINSON.

Passenger and Ticket Agent, Wheelir
W. Va.

WHEELING & ELM-GROVE HAILROAD.

On and after Saturday, February 2, 1895, trains will run as follows, city time: Leave Wheeling. | Leave Elm Grove

48 FOR CURECKS IN 6 HOURS, CHICAGO IN A COURS IN 3 DAYS.

C. H. GREIST & CO., 139 Market Street, Wheeling.

RAILWAY TIME CARD.

Arrival and departure of trains on and latter Nov. 14, 187. Explanation of Reference Marks: 'Daily, Explanation of Reference Marks: 'Daily, Daily, except Salurday, 'Daily, except Monday, 'Bundays only, 'Saturdays only, Eastern Standard Time.

Depart. B. &O.—Main Line East. Arrive.

\*12:25 am Wash. Bal. Phil. N.Y.

\*8:29 am

\*17:00 am

....Cumberland Accom... H.30 pm 17.00 am ...Comberland Accom... 1330 pm 17.00 am ...Comberland Accom... 1310 am 19.53 am ...Grafton Accom... 1310 am 19.53 am ...Washington City Ex... 11:00 pm Depart, B. &O.—C.O. Div., West Arrive.

7:15 am For Columbus and Chi. 5:15 am
4:1025 am Columbus and Chien. 5:05 pm
41:150 pm Columbus and Chien. 5:06 am
7:250 pm Columbus and Chien. 5:06 am
7:250 pm Columbus and Chien. 15:06 am
7:250 pm St. Calaraville Accom. 15:15 pm
7:0:25 am. Sandusky Mail. 5:15 pm
7:0:25 am. Columbus and Chein.

Depart. Ohlo River R. R. Arrive.

\*6:00 am Park. and Way Points \*10:50 am

17:20 am Charleston and Cincin. \*2:45 pm

11:45 am Cincin. and Lexington \$:50 pm

\*4:15 pm Park. and Way Points 11:30 pm

Bellaire.
Depart.
Depa



ARRIVE

From New York, Philadelphia and Bal-imore, \$23 a. m., daily. Washington Express, 1740 p. m. daily. Cumberland Accommodation, 4:30 p. m. except Sunday. Grafton Accommodation, 10:10 c. m., daily.

For Columbus and Chicago, 7:38 a. m and 2:39 p. m. daily. Columbus and Chicago, 7:38 a. m and 2:39 p. m. daily except farmed and 1:49 p. m., daily except farmed and 1:49 p. m., daily except farmed and an and 1:49 p. m., daily except farmed and an and 3:39 p. m., daily, except Sunday, and 3:39 p. m., daily, except Sunday.

m., daily,
Cinciunati Express, 5:55 a. m. and 5:15 p.
m., daily,
Sandneky Mail, 5:15 p. m., daily,
St. Chairsville Accommodation, 11:55 a.
m. and 5:15 p. m., daily, except Sunday.

ARRIVE From Pittsburgh, 10:20 a. m., 6:20 p. m., dally, 11:40 p. m., dally except Saturday, 11:45 a. m., except Sunday, and 2:20 a. m. Sunday only.

Sunday only. W. M. GREENE,
General Manager, Baltimore, Md.
D. B. MARTIN,
Passenger Traffic Manager, Baltimore, Md.
T. P. A., Wheeling, W. Va.



| \*7 | 11 | \*3 |

Cin. 9:10 12:45 Fast Line 11:35 2:25 Wheeling .....Ar | 0, m, a, m, a, m, p, m, 6:29 | 7:29 | 11:45 | 41:57 | 7:60 | 7:55 | 12:17 | 4:47 | 7:55 | 8:29 | 1:13 | 8:52 | 8:16 | 8:57 | 1:53 | 6:15 | 9:35 | 9:50 | 3:00 | 7:53 | 19:00 | 19:10 | 3:28 | 3:24 | 11:53 | 6:37 | p, m, 1 Point Pleasant 6:30 Via K. & M. Ry. Point Pleasant...Lv Charleston ....,Ar 12:29 17:10 5:07 9:25 Gallipelis .....Ar Huntington ....... Via C. & O. Ry. Lv. Huntington .... Ar. Charleston .... 12:37 6:42 1:35 8:00 1;50 p. m. 

JOHN J. ARCHER, G. P. A. e THE O

Cleveland, Lorain & Wheeling

Bellaire
Bridgeport
Unrichsville
New Pilladelphia
Canal Dover
Justus
Massillon
Warwick
Sterling
Seville
Medina
Loster
Grafton
Elyria
Lorain
Lorain
Cleveland ARRIVE.

Bellaire
Bridgeport
Unrichsville
New Philadelphia
Canal Dover
Justus
Massillon
Warwick
Storling
Sevillo
Medina
Lester
Grafton
Elyria
Lorain
Lester Junction
Cleveland 

Sunday,

Fassengers between Wheeling, Martin's

Fary, Bellaire and Bridgeport, take Electric Railway,

M. G. CARREL, G. P. A.

Cieveland, Ohla,

Depart, P., C., C. & St. L. Ry Arriva.

17:25 am ... Pittsburgh ... P15 pm
17:25 am Steubenville and Wast ... 15:25 pm
17:25 pm ... Pittsburgh and N. Y. ... 15:25 pm
17:25 pm ... Pittsburgh and N. Y. ... 15:25 pm
17:25 pm ... Pittsburgh and N. Y. ... 15:25 pm
17:25 pm ... Pittsburgh and N. Y. ... 15:25 pm
17:25 pm ... Pittsburgh and N. Y. ... 15:20 pm
17:25 pm ... Pittsburgh and N. Y. ... 15:20 pm
17:25 pm ... Ex. ... Cin. and St. Louis ... 15:25 pm
17:25 pm ... Ex. ... Steub and Chi. ... 15:25 pm
17:25 pm ... Ex. ... Steub and Chi. ... 15:25 pm
17:25 pm ... Pitts and Denuison ... 11:35 pm
Depart. I. C. & P.—Bridseport. | Arriva.

Depart, C. & P.—Bridgeport.

Joseph L. C. & P.—Bridgeport.

J. C. & P.

Depart. W. & I. E. Arrive.
2:0 am ... Toledo and West... 5:50 pm
3:00 am Brilliant and Steuber. 5:50 pm
4:45 pm Massilion and Canton 9:65 am
4:45 pm Massilion and Canton 9:65 am
4:45 pm Brilliant and Steuber. 9:65 am
5:40 am Cleve. Akron & Canton 5:50 pm

BALTIMORE & OHIO.

TRANS-OHIO DIVISION.

ARRIVE.
Chicago Express, 1:15 a. m. and II:50 a.

WHEELING & PHTTSBURGH DIV.
For Pittsburgh, 5:10 and 7:30 a. m. and
5:20 p. m., daily, and 1:10 p. m., daily, except Sunday.
For Pittsburgh and the East, 5:10 a. m.
and 5:23 p. m., daily.

OHIO RITES.

RAILROAD CO.
Time Table in Effect
Nov. H. 1897. Easiern time.

Except Sunday.

Daily. Daily Except Sunday. South Bound. Via P.C.C.&St.L.R Pittsburgh, Pa...Lv

Wheeling
Moundsville
New Martinsville.
Sisteraville
Williamstown
Parkersburg
Ravenswood
Mason City

\*1:55 5:15 5:20 8:15

RAILWAY COMPANY, Central Standard Time.
Time Schedule of Passenger Trains in
effect Sunday, May 16, 1857.
Cleveland Depot Foot South Water Street.
DEPART.

Nos. 2 and 5 daily between Cleveland and Massilion. All other trains daily except

O. R. WOOD, T. P. A. Wheeling, W. Va.